

Intimations.

CROWN DISTILLERIES COMPANY.

-cure-
-that-
-cold-

A PURE LIQUEUR.

CROWN

MAPLE RUM.

WATKINS,
LIMITED,
AGENTS.

66, Queen's Road Central.

Hongkong, 7th December, 1901.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

55.50 per Cask of 375 lbs. Net ex Factory.

53.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st June, 1901.

KELLY & WALSH, Ld.

JUST LANDED.

Ex S.S. Chusan.

CHRISTMAS NUMBER OF

"GRAPHIC,"

"ILLUSTRATED LONDON NEWS,"

"ILLUSTRATED SPORTING & DRAMATIC NEWS,"

"SKETCH,"

"BLACK & WHITE,"

"PEARS' ANNUAL."

With Coloured Plates ... 75 cents each.

Hongkong, 27th November, 1901.

To-day's Advertisements.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS).

THE Steamship

"CHUSAN"

Captain C. L. Daniel, carrying His Majesty's
Mails, will be despatched from Hongkong for
BOMBAY, on SATURDAY, the 21st instant,
at Noon, taking Passengers, and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 7th December, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after Noon, the 11th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th December, 1901.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

THE EMPIRE COMEDY COMPANY.

FAREWELL PERFORMANCE! FAREWELL PERFORMANCE!

TO-NIGHT! TO-NIGHT!

OUR LAST APPEARANCE!

When a host of Fresh Novelties will be
introduced by our Colossal Vaudeville Stars.

NEW TOPICAL HITS.

NEW ACROBATICISMS.

NEW CAKE WALKS.

NEW SKETCHES.

NEW FINALES, &c.

Hongkong, 7th December, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"ORMOSA"

Captain Hodgins, will be despatched for the
above Ports, TO-MORROW, the 8th instant,
at 9 A.M.

For Freight or Passage, apply to

DOUGLAS LAFFRAIK & Co., General Managers.

Hongkong, 7th December, 1901.

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

CLARETS.

ST. ESTEPHE.....\$ 6.98 \$ 7.56

ST. JULIEN.....9.00 9.80

LA ROSE.....12.98 13.92

CHATEAU HAUT BRION.....18.60 19.20

CHATEAU MOUTON D'AR.....21.00 22.20

CHATEAU PONTET CAR.....25.00

CHATEAU LA TOUR CAR.....30.00

CHATEAU RAUZAN.....42.00

CHATEAU LAFITE.....48.00

These CLARETS are bought direct

from the leading French growers.

The lowest priced are of exceptional

value and guaranteed to be the

genuine product of the juice of the

grape.

CHATEAU LA TOUR CARNET,

CHATEAU RAUZAN AND

CHATEAU LAFITE

are commended to the notice of Con-

noisseurs as high-class after-dinner

Wines.

We guarantee our Wines and Spirits to be

genuine only when bought direct from us in

the Colony or from our authorised Agents at

the Coast Ports.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, SATURDAY, DECEMBER 7, 1901.

REUTER'S TELEGRAMS.

THE ISTHMIAN CANAL.

LONDON, December 5th.

The report of the United States Canal

Commission favours the Nicaraguan route,

taking eight years to construct, and costing

one hundred and ninety million dollars.

The report at the same time admits many

advantages of the Panama route.

LATER.

SOUTH AFRICA.

IMPORTANT CAPTURES.

Three laagers were surprised, and 250

Boers captured in the Transvaal yesterday.

QUEEN WILHELMINA AND

HER HUSBAND.

Prince Henry has returned to The Hague,

and his relations with Queen Wilhelmina

have been resumed.

THE TYPHOON.

NOTICE FROM MANILA.

Mr. W. A. Rubles, U. S. Consul General,
kindly forwards the following copy of a telegram
which he received from Manila to-day—

MANILA OBSERVATORY,

December 7th, 3.45 p.m.

The typhoon S.S.E. of Manila lying in Sulu

Sea probably recurring.

LOCAL AND GENERAL.

MAJOR DYSON, A.P.D., left for home by the
mail to-day.

THE HON. H. E. POLLOCK, K. C., who has
been appointed Attorney General of Fiji, leaves
to take up his new post on Thursday next.

DR. MORRISON, the *Times* correspondent
at Peking, who has recently been staying at
the Hongkong Hotel, has gone to Bangkok.

THE XXII BOMBAYS returned from their
camp under Kowloon Peak to-day. Their place
will be taken by the 5th Hyderabad Contingent.

A SPECIMEN of the earliest English silver
coin, bearing a date—a testoon of Edward
VI.—has been dug up in a cottager's garden at
High Wycombe.

NEWLY-VACCINATED City men in London
were last month wearing a band of red tape
round the affected arm to apprise a hustling
public of the fact.

THE OPERATION of the new tariff is reported
to be causing much embarrassment owing to
want of uniformity in the manner of levying the
rates at different places.

MR. CHARLES VERKES, says a London
telegram, has purchased Turner's celebrated
painting, "Rockets and Bluebirds," at the
record price of £15,750.

THE R. W. M. OFFICERS, and members of
Lodge "St. John," No. 618, S.C., are holding
an Installation Ceremony and Banquet at the
Masonic Hall, on Thursday next.

THE HON. TREASURER of the Alice
Memorial and Netherlands Hospitals begs to
acknowledge with thanks the following dona-
tion to the funds of the Hospitals—

Li Chiu Fan.....\$50

SALE OF JEWELLERY.—Those of our
readers who have wives or sweethearts and are
desirous of making them a Christmas present
will do well to study the advertisement of a
sale of jewellery and precious stones which
appears elsewhere.

THE TRIAL TRIP of the Steamship *Bakan*
Maru, of the China S.S. Co., of Canton, and
Hongkong, Ltd., will take place to-morrow
when the craft will leave the wharf opposite
Tung Hing Street, West Point, at ten o'clock
and make a trip round the Island.

MAJOR A. CHAPMAN, of the Hongkong
Volunteer Corps, presided over a Recreation
Committee on board of the *Koning Albert* while
coming out to the East. The Committee or-
ganised a concert, several balls and athletic
sports, and a most enjoyable trip was made.

ON SUNDAY a special missionary sermon will
be preached in the Wesleyan Church, Wanchai,
at 10.30 a.m. by Dr. Anderson of Fatsan. On
Monday evening at 6 o'clock the annual tea
will be held, to be followed at 7.30 by a public
meeting, over which J. Pitt, Esq., R.N., will
preside, when addresses on mission work will
be delivered. A special choir will sing.

BY KIND PERMISSION of Lieut.-Col.
Baillie and Officers, the Band of the 22nd Bom-
bay Infantry will play at the Hongkong Hotel
this evening, from 8 to 9.30 p.m.:—

PROGRAMME.

1. Lancers....."The Savoy".....Morse.

2. Selection....."The Pirates of Penzance".....Sullivan.

3. Variations....."The Officers".....Coots.

4. Song....."Empress and Queen".....Levy.

5. Polka....."The Maidens".....Levy.

6. Selection....."Nell Gwynne".....Planquette.

7. Selection....."God save the King".....

THE HONGKONG CHESS CLUB will hold

an extraordinary general meeting at 18 Bank

Buildings, at half past five on Monday next,

for the purpose of electing a President, Secretary,

Treasurer and Committee. The Club is suffer-

ing by the loss of three of its most prominent

members, namely the Hon. H. E. Pollock,

Colonel The O'Gorman and Mr. F. C. Hendley.

It is hoped that a large number of members

will be present at Monday's meeting.

ONE OF THE SIGHTS at the Galle Face
promenade at Colombo is that of a mail phaeton
and pair driven by a native gentleman in a vivid
coloured turban. He has a friend beside him.
There is another passenger seated between the
driver and the friend, who escapes attention
looking like a boy between the two occupants
of the box seat. Closer inspection, however, dis-
covers the fact that this is an enormous oran-
gutan fully dressed in coat, cloth, and turban.
The ape is chained down to the seat.

THE EMPIRE COMEDY COMPANY make
their last appearance at the City Hall this eve-
ning when they are presenting one of the
brightest and most "taking" programmes which
has been given in Hongkong for some con-
siderable time. There is to be an entire change
in the performance, specialties will be in-
troduced, and no one with any sense of wit
and humour will leave the hall without aching
sides and a pleasant smile. Steve Adson is going
to be funnier than ever, and with the assistance
of the other artists will present a programme
brimming with comicities, absurdities, and
side-splitting sketches. Those failing to
go, and those arriving late will undoubtedly
miss a treat as, according to all reports, the
City Hall is going to be packed and the Com-
pany will put on a programme which will go
with a dash and swing almost capable of
waking the Hongkong public from the lethargy
into which it has fallen.

THE TYPHOON.—We are requested to call
attention to the announcement in our adver-
tisement columns about post entries for light gigs,
men-of-war cutters, gigs, and whalers, and open
sailing boats.

THE YOUNG PRINCE CHUN has arrived
at Peking. He was received with great
honour. A guard of Chinese soldiers and a
good representative company of officials await-
ed him. From the station they proceeded
through Legation Street, and thence to his
palace in the extreme north of the city.

THE DUKE OF CONNAUGHT'S appoint-
ment to the command of the Third Army
Corps at the Curragh has aroused a great deal
of interest and enthusiasm in Irish society, for
it means that the King's brother and the
Duchess will be compelled to spend most of
their time on the Irish side of St. George's
channel.

MR. J. PIERPONT MORGAN will, it is
reported, visit Colombo during next month. In
London he will confer with his partner, Mr.
Clinton Dawkins, C. B., about the preliminaries
for the purchase of the White Star Line, a pur-
chase the contemplation of which has been
denied by the owners, but which is believed to
be imminent.

THE GREAT SNOW-STORM.—The snow
which began at noon on Tuesday, the 12th
ult., proved to be the biggest snow-storm that
has been known at Peking among foreigners.
Very seldom has a snow-storm come so soon.
The snow fell some six inches, and on Wednes-
day the city was robed in white—more clean
than Peking has ever been.

THE HONGKONG HOCKEY CLUB will
play a match on Monday next at 4.30 p.m.
against a team from H.M.S. *Blenheim*. The
following will represent the Hockey Club:
Forwards—J. Hooper, H. Shettle, Capt. Dykes.

A. G. J. Stevens, F. Browne. Halves—H. W.

Slade, C. P. Chaytor, Capt. Bewley. Backs—

F. H. Yeats, P. H. Campbell. Goal—T. C.

Grey. Club to play in white.

MESSRS. CALDBECK MACGREGOR and
Co., the well-known wine and spirit merchants
have sent us three most useful pocket wallets.
They are of first rate brown leather and
calculated to delight the heart of anybody who
who is doomed to lug about letters and papers
with him. No wonder a firm becomes popular
when in addition to supplying excellent wines
it provides its customers with useful articles of
this description.

THE PEKING AND TIENTSIN TIMES
of the 23rd ult. says:—The Shipping Com-
panies are having recourse once more to their
own light-draught steamers to supplement the
work of lightering at the Bar. Messrs. Butterfield
and Swire have put on the *Min*, Messrs. Forbes
the *Kwangchi*, and the Princely Firm the
Kuangsang. The last-named vessel had to
wait ten days before she could herself be
lightered to enable her to begin.

THE INTRODUCTION INTO SHANG-
HAI of the new ten-cash pieces, took place
the other day, some 50,000 of them having
arrived from the Soochow mint the day before.
These new coins have been sent to the various
local pawnshops, banks and cash-shops to be
tentatively circulated, and from what has been
reported of them seem to have rather struck
the fancy of the masses—whether as curiosities,
or otherwise, remains to be seen.

TELEGRAMS TO THE NORTH.—The
Manager of the Joint Telegraph Companies
informs us that communication by cable with
Shanghai, North China and Japan is totally
interrupted owing to the break of the Foochow-
Shanghai, and Amoy-Shanghai cables. Tele-
grams are being forwarded by cable to Foochow
and thence by Chinese landlines. Copies
will also be posted from Foochow: the next
steamer leaves that port on Monday or Tuesday.

MR. JOHN ROBERTS, the billiard champion,
has arrived at Colombo after a very successful
tour throughout China, Australia and New Zea-
land. Whilst in Ceylon, the champion played
the local amateurs, conceding to one player 450
in 750 and others 700 in 1000 on a game of
Pyramids on which he conceded his opponents
4, both of which games he won. The Cham-
pion showed his extraordinary command over
the balls by potting the remaining eleven in
succession.

A POSTCARD which left London for Hong-
kong on February 8th, according to a London
paper, is said to have arrived there on March
13th, and on the same day was redispached to
London, where it was received on April 13th.
As the return was made by way of Vancouver,
the post-card has actually made the circuit of
the world in sixty-four days, which is sixteen
less than Jules Verne dreamed of in what, not
so many years ago was regarded as a most
extravagant romance.

THE MARRIAGE of Mr. Walter Makepeace,
recently editor of the *Singapore Free Press*, to
Miss Pitt, of the Raffles Girls' Public School, is
announced in London papers. Until their
formal engagement was announced nobody in
Singapore suspected Mr. Makepeace of being
matrimonially inclined, and the happy couple
are now in receipt of congratulations from all
sides. Mr. Makepeace returns to Singapore
to resume his former duties on the editorial staff
of the *Singapore Free Press*.

COLONEL HAMILTON BOWER has retired
from the command of the Weihaiwei Regiment,
having been appointed to the command of the
British Legation Guard at Peking. The Weihai-
wei Regiment now consists of twelve companies,
but it is doubtful whether our War Office knows
of the existence of more than two companies,
which is all it proposes to use in the defence of
Weihaiwei. There is a possibility of the other
ten companies going to augment the British
garrison at Shanghai. It is supposed that Major
C. D. Bruce, who is now on leave, will be given
the command of the regiment.

COTTAM & CO., NEW SCARVES AND
TIES.

THE REGATTA.

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be settled on, the way, but the retreat of the wounded is hardly noticed, so large is the crowd. On reaching the selected spot the conductor of the chorus is chosen. The baton generally falls upon a member of the community afflicted with some very painful and incurable disease, a stomachic trouble for choice. He takes his seat in the brightest patch of moonlight available and his friends form a circle around him. Then he lifts up his voice in one prolonged soul-piercing howl, snaps his vocal chords on the highest note and the chorus join in and sustain the song until they in turn are obliged to pause for breath, when the solo recommences. I cannot say that the efforts of the performers are always appreciated by the owners of the serenaded dogs. Stones, sticks and old boots frequently take the place of bouquets, while now and again a sudden flash and a report are followed by a short, sharp howl of pain; the conductor's song ceases and the serenading party disperses, leaving the conductor strangely silent and still in the pale moonlight. Next morning a gardener has a job on hand, and thereafter a somewhat scraggy rose-bush flourishes and blooms.

Now and again trouble arises in the settlement. There is usually a lady in the case and the fights become general and rage at intervals all over the place for a week or more. Then each dog's teeth are bared against his fellow, and the list of wounded mounts rapidly. Torn ears, bitten flanks, gashed faces and bloody backs are the order of the day, and when the feud is ended shamed and damaged dogs are to be met at every corner. Peace reigns for a time and then the usual routine of duels, raids and clan fights commences once more.

But it is in the presence of the guardians of the law that the Kowloon dog shines. Take an afternoon stroll along the sea front and you will meet dogs minus collar and badge at every turn. Take a walk over the same ground in the wake of a policeman and note how different the scene. Dogs vanish precipitately in all directions, while a few, conscious of the possession of their diamond-shaped badges, loiter idly about and greet the representative of law and order with an insolent stare, as much as to say, we have no reason to fear you, do your worst.

FLOSSIE.

WISE AND OTHERWISE.

I hear that a new Museum is to be started in connection with the Government Offices of this Colony, Mr. Editor, and that it is to contain relics of all prominent persons who have been or are connected with the Colony in the past or present. I hear that exhibits are being solicited and are pouring in apace. Among others the following interesting relics have already been presented:—A specimen of Mr. Osmby's blue road metal; the butter knife used by His Excellency at the last banquet; a lock of the Hon. J. H. Stewart Lockhart's hair (very scarce and precious); a volume of autograph manuscript questions by the Hon. T. B. Whitehead; half a brick, believed to have been heaved at a prominent Public Works Official; top-hat worn by Hon. C. P. Chater at a recent levee; everglass, formerly used on the Bench by Sir John Carrington; kilt worn by Mr. David Gillies at twenty St. Andrew's Balls; photograph of the Hongkong Regimental Pet in ball costume; phonographic record of what the Acting Chief Justice meant to say, but didn't, about the victory of Hongkong over Shanghai at cricket; the hatchet buried by the V. R. C. and Boat Club; a lost reputation (donor anonymous); spats worn by Dr. Jordan at the unveiling of the Queen's Statue; Dr. Hartigan's resignation from the Sanitary Board; working model of Dr. Clark's rejected refuse destructor; sample pair of roschued spectacles worn by officials when writing reports; clean Bill of Health issued by Dr. Swan (the only recorded specimen); stork from the Hongkong Club (deposited for safe keeping); painting in oils entitled "Waiting," depicting the Registrar of the Supreme Court waiting for the arrival of the Hongkong ratepayers to elect a representative on the Sanitary Board; plaster cast of the rat found at Government House. This you will admit, I think, is a very fine nucleus for any museum collection and I hear that several other exhibits have been promised. It is said that relics of the Champion Boxers of the Colony will be excluded, as the trustees of the new museum fear that the space at their disposal would be inadequate to the demand, and they feel that the line must be drawn somewhere.

P. S. The Chairman of the new museum has just called to ask my autograph to place amongst the exhibits. I blushed at the honour conferred on me, and gave him an unpaid Club chat.

I was pleased to see that "Well Deserved," last night at the Empire Comedy Company's performance a party of four young Hongkong "bloodes" received a well deserved rebuke. These youths were sitting right in the middle of the front row and were making so much noise that they annoyed both the audience and the performers. When Adson came forward to sing he delivered them a very quiet but cutting lecture, and they collapsed like so many whipped puppies. A public rebuke of this description is what very many of these unmanly young idiots need. As a matter of fact they ought to be kept on a chain, or in a cage with their simian superiors, until such time as they can learn to behave themselves.

I have you noticed, Mr. Editor, "Is it Meant how that song 'The Holy City' has been 'caught' on in Hongkong of late? Everybody who has a voice to it, and a great many who haven't, warbles it upon every possible occasion and one hears it at concerts, in drawing rooms and at organ

recitals. Can it be that all these singers are poking fun at Hongkong and trying to stir up the powers that be by veiled sarcasm? I would suggest that "The Holy City" be laid aside for a time and some song that sounded less like a rebuke substituted.

I see that Dolly has recovered from her indisposition and is once more contributing to the paper, Mr. Editor. I met her the other day and asked after Vera. She told me that the poor girl had gone down with dengue and that the attack was aggravated by the fact that you had accepted an effusion from Dolly and returned one to Vera with "the Editor's compliments and regrets," etc. Really, Mr. Editor, you must be a very hard-hearted man when you can treat a poetess like that. Vera refuses to be comforted, and says that she is preparing a poem on the sins of Editors, and that if you don't accept and publish it she will make it personal and send it to one of your contemporaries. How's that for a threat?

Talking of threats, no wonder the German Press is disturbed over the German Emperor's statement to the effect that, "If no commercial treaties are negotiated I shall smash everything to pieces." It is very difficult to see what is meant, but it is to be devoutly hoped that sufficient commercial treaties will be put through to satisfy the Emperor William. It is had enough to have the Prince Consort of the Netherlands insulting his wife at the dinner table and then going outside and carving up the gentlemen and aide-de-camps waiting, but to have the German Emperor running amok with a mailed fist and a hatchet and smashing everything to pieces would be terrible to contemplate. I shall pop down the main drain directly I see him coming, and stop there till Hongkong is broken to his satisfaction. Really, after all one has heard about the atrocities of the troops in China, threats like these make one distinctly nervous.

GILAH.

THE ARINA.

The handsome cup presented by Mr. Lacock, of Bay View Hotel, is likely to be well contested, although there appears to be a dearth of heavy-weights in the Colony to answer Gunner Lennard's challenge. Among the light-weight class who are coming forward to fill the breach, are Seaman Carver, H.M.S. *Blenheim*, P. Keogh, A.B., H.M.S. *Aurora*, and Gunner Harvey, R.M.A. The contest is to be four three minute rounds, Queensberry Rules. Both men being on their feet at the end of the fourth round, the Referee's decision will be given on points. It is stated that a local organisation is afoot to promote athletics in the Colony, the title of the new concern being the Olympic Club, to which the following officials have been provisionally appointed: President—J. Christie; Manager, J. H. Downs; Referee, Mike Collins; Official Time Keeper, W. Frost; Secretary, W. Muskett. Surely, these gentlemen should be able to arrange some good sport, and that at no remote date.

THE S. S. "FUSHUN."

CARGO A TOTAL LOSS.

The Manager of the China Merchants Steam Navigation Company sends us the following letter for publication:—
To The Commissioner of Customs, Canton.
Sir,—I have the honour to report that in accordance with your instructions I have this day visited the S.S. *Fushun* in order to inspect any cargo which might have remained on board after the fire; and that I found that all the cargo, which was on board at the time of the fire, has been destroyed and is valueless.
I have the honour to remain, Sir,
Your obedient servant,
(Signed) A. E. PFAUKUCHER,
Examiner.
Custom House, Canton, 27th Nov., 1901.
Approved:
(Signed) F. A. MORGAN,
Commissioner.

THE CAUSE OF SUNSET COLOURS.

An eminent scientist excited public curiosity twenty years ago by announcing that the sun is blue. In *Knowledge* (October), Arthur P. Bell adds to this information that the air is orange-coloured. Both these apparently absurd statements are demonstrably true—if we understand what they mean. They signify that the sun, viewed through the screen of the earth's atmosphere, through which we are always compelled to view it, looks to us yellow for the same reason that the bluish arc-lamp seems yellow when viewed through amber-colored glass. Says Mr. Bell:

"The atmosphere surrounding the earth may be likened to a screen of an orange colour, and it will readily be understood that any light passing through this screen will experience some remarkable modifications. Now it appears highly probable that supposing any one could see the sun from a position outside the earth's atmosphere, the light coming from this central luminary would be seen to be not white, but blue. . . . When the rays of light first left the sun, blue rays were the strongest; but very soon after they entered the earth's atmosphere their progress was impeded and all of the rays journeying from the sun they quickly became the weakest. On the other hand, the red rays, which at first were inconspicuous, had the facility of penetrating the earth's atmosphere, and were the most in evidence at the end of their long journey."

"The first step, accordingly to be taken

WHEN INVESTIGATING A SUNSET is to realize that the white light from the sun which is commonly supposed to be composed of the seven primary colours, should rather be thought of as a residue of the original radiations. A further important point is to bear in mind that all radiations of light are of different wave-lengths. This fact indeed is at the very foundation, so to speak, of all sunsets, and it is the prime agency by which their striking, gorgeous tints and colours are produced. It is due to this fact, for instance that in the neighbourhood of large towns the sun nearly always appears to set as a red ball of fire. The rays of light at the red end of the spectrum are of a much longer wave-length than any of their fellow rays, and so are the best qualified for penetrating the dense bank of haze which so commonly floats over all large towns and cities. In such localities, as the sun sinks to rest, the green rays are first absorbed by this bank of haze, and then the yellow, and lastly the orange and the red, the latter, more often than not, being the only ones to get through at all. A careful observation of a sunset will reveal the fact that the colours fade in the above-mentioned order, and the reason they do so is that they are of different wave-lengths."

Mr. Bell goes on to remind us that the color in the sky may be painted on the clouds, or on the hazy air, or on the open sky itself.

THE MOST CONSPICUOUS COLOR here is, of course, blue, and in seeking for the origin of this tint an explanation will be found, he tells us, of many of the other colors. He says:

"On looking up into the sky on a cloudless, sunny day, when the swallows, perhaps, are flying so high that they appear but as tiny specks in the dome of blue, it seems almost impossible to think of the atmosphere as being otherwise than perfectly clear and translucent. It is, however, in reality charged with minute dusty particles which have always been found in myriads, whenever the atmosphere has been tested either over the open sea or at the top of high mountains. There is an ingenious instrument, indeed, by which the number of these atoms of dust in any given quantity of air may be counted, and by its aid samples of air in many different parts of the world and at different seasons of the year have been analyzed and the atoms counted. The sources from which this atmospheric dust is obtained are large. From the land, and more especially from deserts, dust is continually rising, and the dust so raised is carried by the winds to all parts. . . . Also these particles are spoken of as dust, many of them are so minute that a microscope fails to render them visible, and the only way in which they reveal their presence is by their effects. Not only therefore, do dusty particles pervade the atmosphere in all parts, but they vary in size from those that are coarse and readily discernible to others that are below microscopic sight."

"Dusty atoms are further to be conceived as offering considerable resistance to the passage of the rays of light which emanate from the sun."

Luminous bodies, as is well known, shed rays of light of varying wave-length, as the term is; and as regards human vision only these rays whose wave-length is between .00065 and .00075 millimeter can be seen. As these waves of light surge through the atmosphere, not only does their wave-length affect their manner of passing through the earth's atmosphere, but the different sizes of the dusty atoms against which the rays of light strike introduce other modifications. Thus, many atoms of dust are of a smaller dimension than the wave-lengths of light that rush in among them. Hence it happens that the red and orange rays which are of a large wave-length pass over these obstacles with comparative ease; but the blue rays which are of a shorter wave-length are stopped, and the blue light is, as it were, turned out of its course and scattered."

A BOTTLE OF SOAPY WATER held up between the eye and a brilliant light. Seen thus the light is yellow or orange-colored, but when the liquid is looked at sideways it appears blue, the rays that have been scattered being thus made visible. When looking up into the sky a similar thing happens, for the blue tint is that which has been scattered from the sunbeams as they splashed, as it were, against the suspended dust-particles. To quote further:

"In the lower strata of the atmosphere the coarser particles of dust not only scatter the waves of light, but they also reflect them, so that at these lower levels the blue tint is diluted by white light, and is accordingly not so intense as when seen, say, from the top of a high mountain. At this elevation only the finer varieties of dust are floating, and there is little reflection of the light, but much scattering; and hence it is here that the blue attains its greatest intensity. In that part of the sky nearest the sun the rays of light come in a direct line to the eye of the observer, and the scattering of the light does not appear so great as when one looks across the path of the beams, and it is due to this circumstance that the sky near the sun is not of so intense a blue as portions of the sky farther away. A similar kind of thing happens in respect of the clouds, where dust readily accumulates, and, reflecting the light, produces their brilliant whiteness. At the edges of the clouds, moreover, the atoms of dust are usually engaged in refracting the beams of light, and to this cause is due that brilliant fringe of brightness which so often adorns many of the largest clouds. Not only, therefore, does the atmospheric dust filter out the blue light that tints the sky, but it also fabricates the pigments that color the clouds, effects which can most readily be observed in contemplating the glories of the setting sun."—*The Literary Digest*.

"The first step, accordingly to be taken

Entertainment.

THEATRE ROYAL.

CITY HALL.

MONDAY, 9TH DECEMBER.

GRAND BOXING TOURNAMENT

and display of

FISTIC SCIENCE,

in which the

TALENT OF HONGKONG

will compete.

READ WHAT FOLLOWS.

PRIVATE SANFORD, R.W.F. 2/2.

MIDDLE-WEIGHTS.

SEAMAN HOWELL vs. PRIVATE HOWARD,

R.A.M.C. (Feather-weight Champion,

Hongkong).

FEATHER-WEIGHTS.

P.O. HENDRICK (Ex Champion) vs.

"SAILOR SMITH" (Light and Middle-weight

Champion, Hongkong).

and a

HOST OF OTHER TALENT.

BOOK EARLY

or you may not be able to book at all.

RESERVED SEAT PLACE at the THEATRE

ROYAL, CITY HALL.

POPULAR PRICES—\$3, \$2, \$1.

Hongkong, 9th December, 1901. [1352]

Notice of Firm.

PACIFIC MAIL STEAMSHIP CO.

OCCIDENTAL & ORIENTAL S.S. CO.

TOYO KISEN KAISHA.

NOTICE.

I HAVE This Day RESUMED CHARGE

of the business of the above Companies.

J. S. VAN BUREN,

Agent.

Hongkong, 2nd December, 1901. [1321]

Auctions.

GOVERNMENT NOTIFICATION.

No. 709.

THE following Particulars and Conditions of

Sale of Crown Land by Public Auction,

to be held at the Offices of the Public Works

Department, on

MONDAY,

the 9th day of December, 1901, at 3 P.M., are

published for general information.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 23rd November, 1901. [1316c]

Particulars and Conditions of the letting

by Public Auction Sale, to be held on Monday,

the 9th day of December, 1901, at 3 P.M., at

the Offices of the Public Works Department,

by Order of His Excellency the Governor, of

One Lot of CROWN LAND, in the Colony

of Hongkong, for a term of 75 Years, with the

option of renewal at a CROWN RENT to be

fixed by the Surveyor of His Majesty the

KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.

Boundary

Measurements.

LOCALITY.

N. S. E. W.

ft. ft. ft. ft.

Contents in Acres.

Annual Rent.

Upset Price.

1. Deep Water

Bay.

210 150 150 150

22-500

38

1,195

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

WEDNESDAY, the 11th December,

at 11 A.M.,

at the R.E. Yard opposite the Naval Yard,

QUANTITY OF

GAS GLOBES, BRACKETS, GASALERS,

HANGING LAMP, OLD BRASS, ZINC,

CORRUGATED, WROUGHT AND CAST

IRON, WOODEN PACKING CASES, &c.

TERMS:—As Usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 6th December, 1901. [1392c]

Entertainments.

SANITARY BOARD.

OWNERS of HOUSES situated in the

Western Division of the City of Victoria

who have not had their Premises LIME-

WASHED and CLEANSED in accordance

with Law, are reminded that the period during

which this work should be FINISHED ends

on the 31st day of DECEMBER, 1901, and the

Sanitary Board being convinced of the necessity

of cleanliness in its efforts to stamp out Plague,

is determined to rigorously prosecute any

Owner in default after the above named Date.

By Order of the Board,

G. A. WOODCOCK,

Secretary.

Sanitary Board Office,

1st December, 1901.

Notes:—The Western Division of the City

lies to the West of Morrison and East

Streets. [1316c]

HONGKONG HOTEL COMPANY,

LIMITED.

NOTICE.

AN EXTRAORDINARY GENERAL

MEETING of the SHAREHOLDERS

of the above Company will be held in the HOTEL,

on WEDNESDAY, the 11th December, 1901,

at NOON, to consider a proposal of the Board

of Directors for the purchase of the site of the

Hotel and for the reclamation of the ground in

front of the Hotel and, if approved, to pass the following

RESOLUTION:—

That this Meeting approves the pro-

posal for utilizing the Company's Private

Reclamation land (Remaining Portion of

Marine Lot No. 7) by the erection of a

building thereon.

C. MOONEY,

Secretary.

Hongkong, 30th November, 1901. [1302c]



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901.

[1028c]

W. BREWER & Co.

NEW VOLUMES.

Days and Girls Annuals, Chums, Little Folks, Bo-Peep, &c.

EX. "JAVA."

Very large stock of Superior Scrap Albums

Hongkong, 4th December, 1901.

Cricket Balls, &c., Shin Guards.

Races, Games, Ludo.

A.R.C. Code 5th edition \$17.50

Chambers' 20th Century Dictionary 2.25

Three Castle Cigarettes, Medium.

Navy Cut Cigarettes.

[689c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a great necessity for Hotels, Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-

country places, Mission

Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 25th July, 1901.

[733c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale.

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street,

Shanghai.

[51]

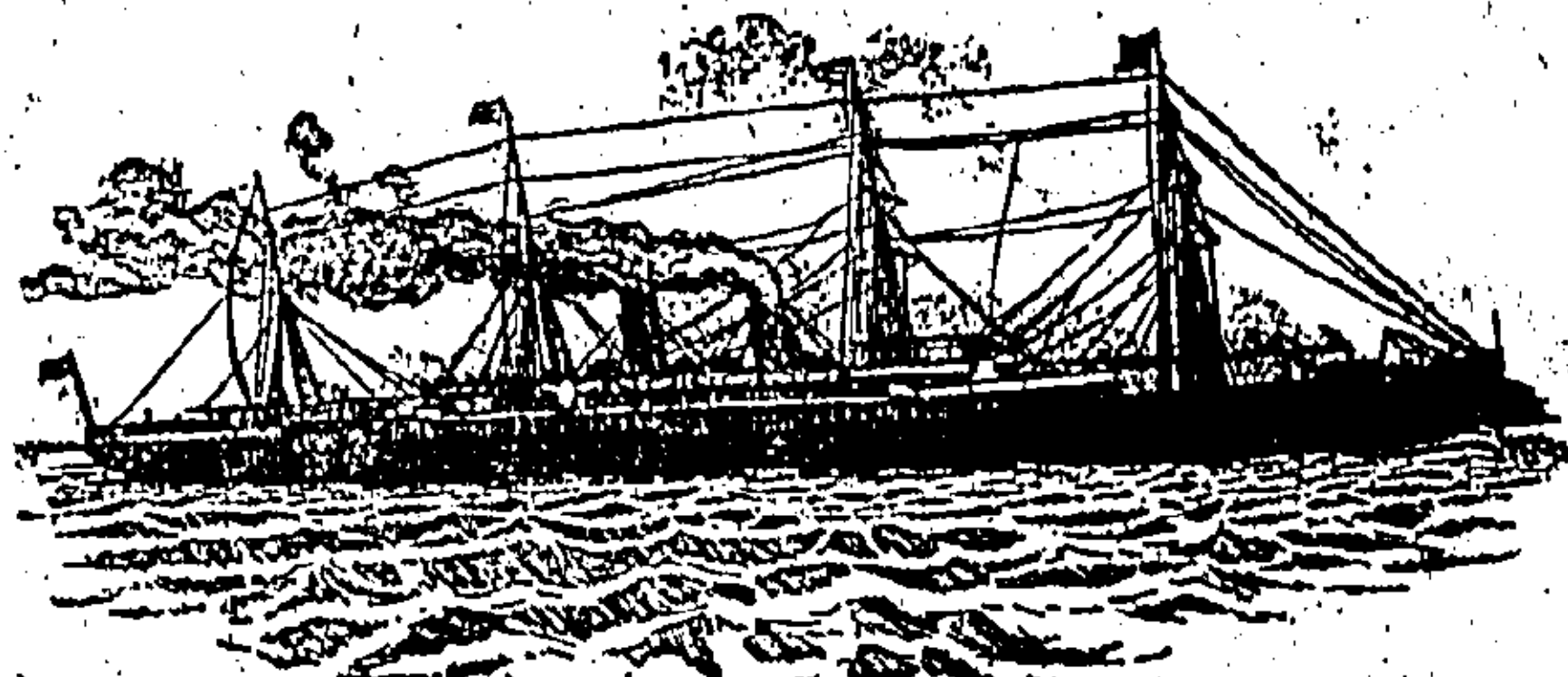
THE VICTORIA DISPENSARY.

HONGKONG.

AERATED WAT

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	SATURDAY, 14th December, at Noon.
"HONGKONG MARU"	SATURDAY, 21st December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.
"DORIO"	THURSDAY, 9th Jan., 1902, at Noon.
"NIPPON MARU"	SATURDAY, 18th January, at Noon.
"PERU"	SATURDAY, 25th January, at Noon.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted, and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

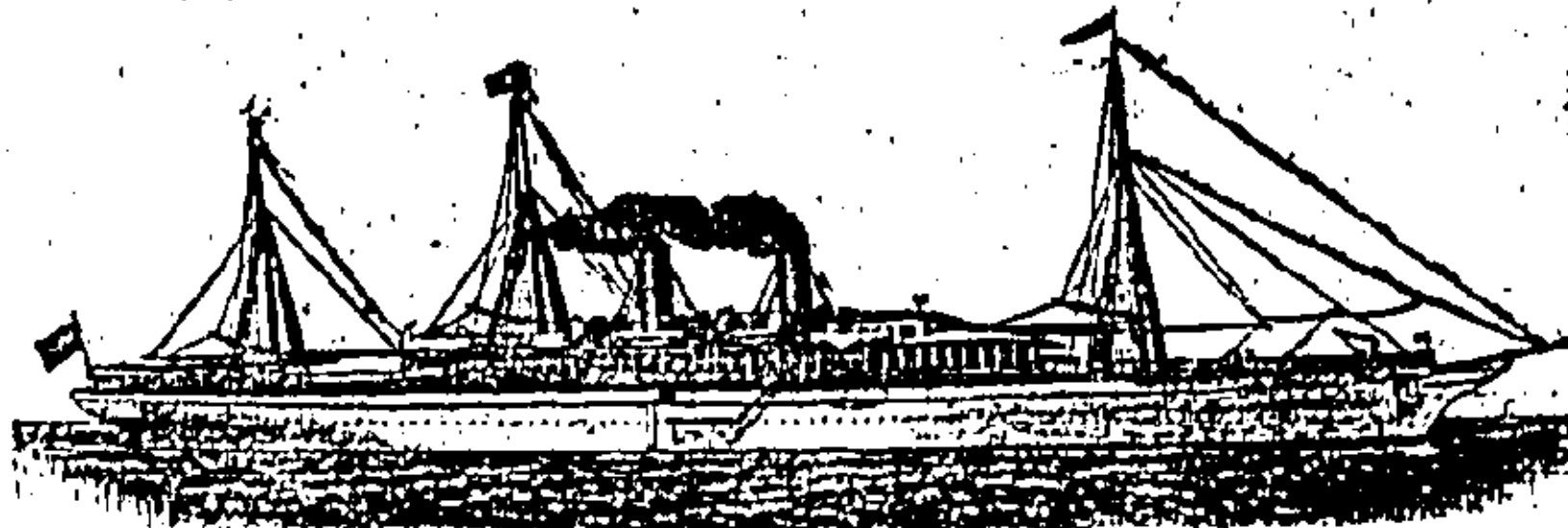
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 7th December, 1901.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 15th January.
TARTAN	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 29th January.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 12th February.
ATHENIAN	Comdr. H. Mowat	WEDNESDAY, 26th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 4th December, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SUEVIA	HAVRE, BREMEN and HAMBURG.	12th Dec.	Freight.
Borch	(Calling at SINGAPORE and PENANG.)	about 20th Dec.	Freight.
ATHESIA	via SUZ CANAL		
Wagner	HAVRE and HAMBURG.	28th Dec.	Freight.
SERBIA	(Calling at SINGAPORE and COLOMBO.)		
Brehmer	HAVRE, BREMEN and HAMBURG.	6th Jan.	Freight.
NUERNBERG	(Calling at SINGAPORE and PENANG.)		
Annaberg	HAVRE and HAMBURG.	13th Jan.	Freight.
STRASSBURG	(Calling at SINGAPORE and COLOMBO.)		
Madsen	HAVRE and HAMBURG.	28th Jan.	Freight.
SAMBIA	(Calling at SINGAPORE and PENANG.)		
Schmidt	HAVRE and HAMBURG.	12th Feb.	Freight.
AMBRIA	(Calling at SINGAPORE and COLOMBO.)		
Duckstein	HAVRE and HAMBURG.	26th Feb.	Freight.
C. FERD. LAEISZ	(Calling at SINGAPORE and PENANG.)		
Fuchs			

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 2nd December, 1901.

Insurances.

The best Xmas
Gift.

A Policy of Insurance, which will protect your family in event of your death, and be an excellent provision for your own declining years, if you live.

Total Funds over £63,457,929
Surplus do. £13,778,577

These figures indicate the strength of the EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES and the nature of the Security it offers.

Every information can be obtained on application to the Society's Hongkong Branch Office.

F. KIENE,
Manager,
Hongkong.

Hongkong, 4th December, 1901. 1995c

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901. 1712c

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hankong, 28th May, 1900. 131c

Intimations.

REGATTA HOLIDAYS.

THE Undersigned BANKS will be CLOSED for the Transaction of Public Business, at 1 P.M., on WEDNESDAY and THURSDAY, the 11th and 12th instant, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.

For the BANQUE DE L'INDO-CHINE, Hongkong Agency,
L. RONANON,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
J. W. R. TAYLOR,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED, TARO HODSUMI,
Manager.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER,
Manager.

For the DEUTSCH-ASIATISCHE BANK, E. F. GROS,
Acting Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

Hongkong, 6th December, 1901. 11330c

VICTORIA REGATTA, 1901.

11th and 12th December.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the company of the Ladies of Hongkong at the GRAND STAND (KOWLOON) on the occasion of the ANNUAL REGATTA.

The Ladies' Prize will be presented by Miss Hutchings immediately after the race on Wednesday, the 11th, at 2.30 p.m.

Admission to the Grand Stand (Gentlemen)—\$1 each day.

Tickets for admission may be obtained from the Steward, V.R.C.

By kind permission of Lieut-Colonel BAILLIE and the Officers, the Band of the 22nd Bombay Infantry will perform each day.

FRANK W. WHITE,
Acting Hon. Secretary,
Victoria Recreation Club,
Hongkong, 6th December, 1901. 11331c

VICTORIA REGATTA, 1901.

ENTRIES for the LIGHT GIGS, MEN OF WAR CUTTERS, GIGS, and WHALERS, and "OPEN SAILING BOATS" for the forthcoming Regatta will be POST ENTRIES.

FRANK W. WHITE,
Acting Hon. Secretary.

Hongkong, 6th December, 1901. 11332c

DIOCESAN SCHOOL & ORPHANAGE.

MR. G. PIERCY, having returned to the Colony, has resumed the duties of HEAD MASTER.

R. F. COBOLD,
Hon. Sec.

Hongkong, 5th December, 1901. 11327c

H. RUTTONJEE

FOR FRENCH SYRUPS and CRYSTALLIZED MIXED FRUITS from a well known French maker, which are sold at moderate prices.

ALMOND FRUITS, ROSE BURN ALMONDS, MARZILAN ALMONDS, RASPBERRY GUM

DROPS, CRYSTALLIZED MIXED FRUITS in Fancy Boxes.

H. RUTTONJEE,
No. 1, Diagonal Street,
and
No. 39, and 40, Elgin Road,
Kowloon.

Hongkong, 28th November, 1901. 11145c

G. GIROULT & CO. TABLE DELICACIES.

G. GIROULT & CO. FRESH GOODS BY EVERY MAIL.

G. GIROULT & CO. WINE and SPIRIT MERCHANTS.

Entimations.

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.
Finest WESTPHALIAN HAMS.
H. RUTTONJEE,
39 & 40, Elgin Road, Kowloon.
Hongkong, 13th July, 1901. 134

BAZAAR

IN AID OF
THE POOR CHINESE ORPHANS
OF THE
ASILE DE LA SAINTE ENFANCE.
(Under the distinguished Patronage of
His Excellency Sir H. A. BLAKE, G.C.M.G.)

THE French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL, on TUESDAY, the 10th instant, at 2 o'clock in the afternoon. They request the presence of the Community in order to inspect the different Needle and Fancy Works made by their Poor Orphans.
Hongkong, 4th December, 1901.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
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REASONABLE PRICES.
Hongkong, 18th May, 1900. 161c

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Speciality:
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IS now in a position, in his New and Commodious Premises, to equip, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality.
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AMERICAN SYSTEM, WONG HO-MI,
SURGEON DENTIST.
TERMS MODERATE. CONSULTATION FREE.
40, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. 168c

NOTICE.
Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour—
"CELESTE BUREAU", British ship, Jeffrey—Order, Hellen H. Wymann, American ship, Vanhon, Archibald, Karpberg & Co.

ENGLISHMAN TO BE DEPORTED FROM MANILA.
FURTHER DEVELOPMENTS.

Latest mail advices from Manila bring more interesting facts in connection with this case. From the local paper we take the following:—
One of the most important cases which has yet come up in these islands, is that of Thomas Toye Patterson, the self-imposed secretary of Sixto Lopez, and an Australian magistrate. Patterson contends that as a British subject he cannot subscribe to the oath which the Civil Commission has prepared for those entering these islands who are suspected of having insurrectionary leanings or at least, of openly questioning the legal or other right of the United States sovereignty in the Philippines. The point which Mr. Patterson makes in his contention is that in the event of war between England and the United States, he, as a faithful subject of the King of England, might be called upon to aid, abet or incite resistance to the authority of the United States or of the government established by the United States in these islands. The petitioner holds that by subscribing to the oath of allegiance in question, he would invalidate or nullify his allegiance to his sovereign. Through his attorneys, Messrs Davis and Cohn, he therefore prays the Supreme Court to grant a writ of habeas corpus taking his person out of the control of W. Morgan Shuster, the Collector of Customs of these islands.

Mr. Patterson has just come from London, where he received the appointment as magistrate in one of the districts of Australia—Queensland, it is believed. He admits that he has been acting as secretary to Sixto Lopez, not, of course, as a salaried man, but simply from a high regard for the Filipino, whom he has known for some time, and whom he believes to be actuated by sincere motives and commendable principles.

HABEAS CORPUS PETITION
says (*inter alia*). The petitioner herein respectfully alleges that he is now, and was at all times heretofore mentioned, a subject of the King of England; that on the 24th day of November, 1901, he arrived in Manila Bay as a passenger on the steamer *Yusung*; that he was examined by the duly authorized custom house officers and was given a permit to land; that he thereupon landed in the city of Manila on the 24th day of November, 1901; that on the following day, to wit: the 25th of November, 1901, he was held and detained and deprived of his liberty by W. Morgan Shuster, Collector of Customs of the Phil. Arch. and of the Chief Port, and is now being unlawfully detained and illegally deprived of his liberty in the city of Manila by said W. Morgan Shuster; that he is informed that the said W. Morgan Shuster thus unlawfully detains and deprives him of his liberty, and intends to unlawfully and illegally deport the petitioner from these islands, because the petitioner refused to comply with the request of said W. Morgan Shuster to take an oath in words and figures as follows: "I hereby solemnly swear that I acknowledge the sovereignty and authority of the United States in the Philippine Islands and of the Government constituted by the United States herein and that while in the islands I will support and maintain the same, and that I will not at any time hereafter or at any place aid, abet or incite resistance to the authority of the United States or of the government established by the United States in these islands, and that I take this oath voluntarily without any mental reservation whatsoever. So help me God."

The petitioner further alleges that the said W. Morgan Shuster had no right or authority to ask or compel this petitioner to take said oath for the following reasons, to wit: That the undersigned has never been guilty of having aided, abetted or incited insurrection in these islands against the authority and sovereignty of the United States herein, or against the government constituted by the United States herein; that said W. Morgan Shuster, nor any other person, has any reasonable ground to believe the petitioner guilty of having aided, abetted or incited insurrection in these islands against the authority and sovereignty of the United States herein or against the government constituted by the United States herein; and that while in these islands the petitioner will support and maintain the same, and that he will not, while in these islands, aid, abet or incite resistance to the authority of the United States or of the government established by the United States in these islands; but he cannot conscientiously subscribe to an oath that he will not at any time hereafter, or at any place, aid, abet or incite resistance to the authority of the United States or of the government established by the United States in these islands because he is a subject of the King of England, and, as such subject, owes allegiance to said King; and in the event of war between England and the United States he, as a faithful subject of the King of England, may be called upon to aid, abet or incite resistance to the authority of the United States or of the government established by the United States in these islands.

Wherefore the petitioner prays that the writ of habeas corpus be issued, and that he be released and restored to his liberty.

The application for the writ was considered and the case was fixed to come on for hearing last Tuesday.

When seen by a *Times* representative Mr. W. Morgan Shuster, Collector of Customs, said in reference to the Patterson case: "I have no doubt that the Supreme Court will fully stand by the Act as passed by the Commission, but they may pick some flaw as regards my having the right to be the sole judge as to the persons to whom the act shall be administered." As I interpret the Act it rests with me alone, but the Supreme Court may hold other views.

THE NAVY.
INTERESTING CORRESPONDENCE.
[Continued.]

The following correspondence appears in the *Times* to hand by the last mail—
TO THE EDITOR.

Sir—I was somewhat startled to see that Mr. Thurstfield in his letter in *The Times* of to-day quotes me as adversary of Vice-Admiral FitzGerald, whereas I have always been of precisely the same opinion as he is with regard to mast and sail training for the seamen of to-day—viz., that it is obsolete and useless.

Mr. Thurstfield quotes me as saying "a system which lightly abandons the best school for the training of young officers," and as "telling us that the training squadron was an excellent school for young officers, and that we have as yet found nothing as good to put in its place."

Mr. Thurstfield's memory must have deceived him, for I have no recollection of uttering these words. I have referred to the report of my speech at the discussion on Mr. Thurstfield's paper at the United Service Institution last year, and it seems to me to be as strong as possible against the retention of the old masted training squadron, as I meant it to be; all I said in its favour was "I am bound to admit that the training squadron does a good deal of good to young officers, I have always said so, but it does not do any good to the men." Probably this is what Mr. Thurstfield refers to, but I never for a moment thought of retaining the squadron for this purpose, for the training of the officers can be done in other ways. Mr. Thurstfield, for an outsider, knows a good deal about the Navy, but if he is of opinion that mast and sail training for young seamen will ever be reintroduced, I venture to think he is in error.

I am, Sir, your obedient servant,
M. CULME-SEYMOUR, Admiral.
Wadenhoe-house, Oundle, Oct. 28.

TO THE EDITOR.
Sir,—Permit me a small corner of your valuable space to traverse Sir Nathaniel Bowdler-Smith's statement (contained in his letter to you of the 26th inst.) "British men-of-war's men are amongst the worst boat sailors in the world."

Does the gallant Admiral mean that our blue-jackets in their manipulation of sails and oars are inefficient, or is he having a fling at the officers who command them?

If the former is his meaning, I do not agree with him, as the efficiency of all men, sailors or others, consists in the opportunities they have for learning their lesson, or, in other words, the systematic teaching they enjoy.

Now in this respect the British bluejacket in a man-of-war is amply cared for on every station that I have any acquaintance with, and on most his qualifications in a boat reach a high standard. In regard to the officers, the opportunities now afforded them of "learning their trade" in a boat are exceptionally good, boat work being looked upon, *inter alia*, as a means of inculcating a certain amount of sailing now that the masts and yards are gone; and so frequently are exercises in this direction now carried out that all boat midshipmen are as proficient as young officers can be expected to be. And boat sailing in the Navy is now so well understood as almost to a fine art, is more frequently and generally practised than ever it was before, has given place to great emulation in the last few years, and on all stations is stimulated and encouraged by cups, prizes, &c., to an extent absolutely unknown in my young days.

And it may be gratifying for you to hear, Sir, that at the assembly of foreign navies during the Columbian centenary in 1893, when the ships were lying in Hampton Roads, a handsome trophy, given by the Americans for an international sailing competition by the boats of the men-of-war present, was carried off by a British pinnace belonging to her Majesty's ship *Blaker*, the flagship of

Your obedient servant,
J. O. HOPKINS,
Admiral (Retired).
Romsey, 29th October.

TO THE EDITOR.
Sir,—I see that my friend Mr. Thurstfield has taken up the cudgels to defend a somewhat pessimistic article on naval training which you published on Trafalgar Day, and which—with your favour—I have been permitted to criticize in your own columns. He has now given us the authorities in detail, upon which that very dismal view of the case was founded.

I need scarcely say that I have personally the very highest respect for those authorities, though I differ entirely from their conclusions. That Mr. Thurstfield has got an excellent joke at my expense it would be folly to deny. He has got me in a tight place, in the position of repudiating words which I used about a year and a half ago.

If I were a lawyer instead of

no doubt I could get out of this tight place with flying colours. I could prove either that I never said it, or that if I did I meant something quite different; and I could go on to argue that reforms had taken place during my absence in China with which I had failed to make myself acquainted when I spoke, and I could, perhaps, cite other reforms which have taken place during that last year and a half; but, being only a sailor, I shall leave this line of argument alone, and am quite content that Mr. Thursfield should enjoy his excellent joke.

Personalities always excite far more interest than their importance justifies. But, even if I am to be sent Sally for the occasion, I would still venture to submit that in my letter, which you were good enough to publish on the 25th, the arguments which I advanced to show that we had not lightly abandoned the best school for the training of young officers, that our officers and men were not the worst but sailers in the world, that there is no system which keeps our ships in harbour and lowers the standard of gunnery, and that it is merely a joke to say that the physique of our bluejackets has been lowered by 50 per cent. remain untouched by Mr. Thursfield's letter. He quotes personally three high authorities in support of the above charges, but highly as I respect those authorities, I am convinced that I could bring 20 to one against each of them. Your readers must decide whether or not I have succeeded in showing that there is no foundation for the above sweeping assertions regarding our present system of naval training. Mr. Thursfield with his clever pen has rendered great services to his country by drawing attention to naval matters, and it is to be sincerely hoped that he will continue his efforts.

He will find, even if he has not already done so, that the opinions of officers vary widely on some very important subjects. We do not go all together like a flock of sheep. I for one must admit that I have not been consistent, and that I hold opinions now which are almost diametrically opposed to some which I expressed only a short time ago, especially with regard to the position of the engineers, and the relative values of engineering and old-fashioned seamanship.

"The dissonant utterances of the experts" is not altogether an unjust reproach. Naval efficiency is in a constant state of flux and change; and an old proverb tells us that it is ill work teaching an old dog new tricks, but, nevertheless, we must learn new tricks, and we are learning them, though, perhaps, not as rapidly as we might do.

I undertook to show that in your leading article on Trafalgar you put before your readers far too dismal a view of our present system of naval training, and in doing so I contradicted a statement which I made no more than a year and a half ago without having thoroughly acquainted myself with some changes which had been made during my absence abroad. Mr. Thursfield has convicted me; he has got his little joke at my expense, and he is heartily welcome to it. I can even join him in his laugh, while still hoping that he will continue to devote his great talents and his extensive naval knowledge to the graver aspects of the case by advocating and supporting all desirable reforms.

If he will do this he will win and deserve the gratitude of all those who have the efficiency of the Navy at heart, whereas, if he continues to repeat and defend the above-mentioned caricature of our naval training, and fails to distinguish between solid arguments and expressions used as mere figures of speech, he will win nothing save a barren triumph in dialectics.

In Mr. Thursfield's case we look for him to be always instructive and only sometimes amusing.

Your obedient servant,
C. C. PENNIE FITZ GERALD
Vice-Admiral.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Victoria*, connecting with the steamer *Valeria*, at Colombo, from London, Oct. 31.—To Yokohama: Mr. C. W. Hughes. To Hongkong: Mr. Corder. To Shanghai: Mr. E. J. Batty. To Hongkong: Misses Tabberer, Church, Coddington, Johnson, Jones, Aston, Hon. and Mrs. Goodman and 2 children, Messrs. A. C. Stewart, E. W. Rogers, J. S. Hutcheson, Sub-Lieut. Le Mothe, Mr. and Mrs. R. Abetheim, Sub-Lieut. B. H. Bradford, Sub-Lieut. J. M. M. Scott. To Manila: A. McC. Stewart. To Singapore: Mr. Brackenbury, Mr. and Mrs. Huxham, Mr. A. G. Buncher, Miss George. From Marseilles, Nov. 8.—To Hongkong: Lieut. W. Disney, Mr. F. W. Lotie. To Singapore: Mr. Macmillan. To Penang: Mr. W. J. Mahony, Miss Shaw.

Per P. and O. steamer *Malacca*, from London, Nov. 2.—To Shanghai: Rev. J. S. Adams and family. To Hongkong: Misses A. E. Bull, Fisher.

Per P. and O. steamer *Roma*, connecting with the steamer *Bengal* at Colombo, from London, Nov. 14.—To Hongkong: Mr. and Mrs. Dempster, Miss Dempster, Mrs. Pringle and 2 children, Messrs. W. Pope, Tuckwell, J. H. Coch, S. J. Bull, Mr. and Mrs. C. P. Ruess and 2 sons. To Singapore: Messrs. H. F. Bronell, Swann, Ogilvie, F. S. Odori. To Penang: Mr. Lupton. From Marseilles.—To Shanghai: Mr. C. O. Liddell and son. To Hongkong: Dr. and Mrs. Clift. To Singapore: Mr. A. E. Stiven. To Penang: Messrs. A. T. Bryant, D. Butler.

Per P. and O. steamer *Shanghai*, from London, Nov. 16.—To Shanghai: Mr. and Mrs. Clutterbuck, Mrs. Finch, Mrs. Williamson. To Hongkong: Mr. W. Dixon, Master K. Dixon. To Manila: Mr. G. F. Sinclair.

Per P. and O. steamer *Himalaya*, connecting with the steamer *Coromandel*, at Colombo, from London, Nov. 16.—To Shanghai: Mr. and Mrs. Clutterbuck, Mrs. Finch, Mrs. Williamson. To Hongkong: Mr. W. Dixon, Master K. Dixon. To Manila: Mr. G. F. Sinclair.

London, Nov. 29.—To Shanghai: Mr. and Mrs. W. McAustan, Mr. R. D. Ballantine, Mr. de Bretton Giolla. To Hongkong: Mr. and Mrs. L. Kerr, Mr. and Mrs. T. E. Williams, Miss Williams, Mr. F. R. Fleming. From Marseilles.—To Shanghai: Mr. Murray. From Port Said.—To Shanghai: Mr. Levering.

Per Norddeutscher Lloyd steamer *Prinzess Irene*, from Bremen, Oct. 31.—To Yokohama: Mr. Conder. To Nagasaki: Miss Grace Nott. To Shanghai: Misses Cooper, Peddar, Watney, Mrs. Ervine and child, Mrs. Gear and children, Mr. and Mrs. Dempsey, Mr. Laing, Mrs. McCracken, Mrs. Paramore and family, Mr. and Mrs. Parker, Mr. and Mrs. Cameron and child, Mrs. Roger, Mrs. Mitchell and party, Mrs. Bonar, Mrs. Dyer, Mrs. McDonald, Miss Culvert, Mr. and Mrs. Parker. To Hongkong: Mrs. Badsley and child. To Singapore: Mr. Mrs. and Miss Scott, Mr. Tate, Mrs. Bel Irving, Miss Bernard, Mr. G. Campbell.

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OF 40 YEARS' STANDING, SAYS:

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Intimations.

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS. Hongkong, 22nd November, 1901.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

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NOTICE OF REMOVAL.

I REG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street, Hongkong, 27th April, 1900.

RIGAUD'S White Violet EXTRACT

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RIGAUD et Co 10,000 White Violets equal each bottle of Rigaud's Extract. PARIS.

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The Undersigned have been favoured with Instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

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A LARGE ASSORTMENT OF LADIES' & GENTLEMEN'S JEWELLERY,

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Also: A large and Choice Selection of UNSET DIAMONDS of Perfect Cut, RUBIES, OPALS and other PRECIOUS STONES ranging from 3 to 49 Carats each, which will be sold by the Carat.

This Collection is not Locally Owned, but consists exclusively of Jewellery, &c., selected at home for the Philippine market, but owing to the excessive import duties recently imposed in Manila, the consignee has decided to stop the consignment and realise by Public Auction here, which will enable the Hongkong Community to obtain high-class selections at much under retail prices.

Catalogues will be ready on the 10th December next, and the several Articles will be on view in our Sales Rooms on the 12th and 13th.

TERMS.—As usual.

HUGHES & HUGH, Auctioneers.

Hongkong, 4th December, 1901.

Hotels.

GO TO THE

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Intimations.

Telegraphic Address: MARINEWORK, HONGKONG. Code Used: A and B C, 4th Edition.

E. C. WILKS & Co., MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS. Collisions and Damages Surveyed for Insurance Companies, Ships' Claims and Specifications Prepared. Office: 9, Queen's Road Central. Hongkong, 8th November, 1901.

WING CHEONG.

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Hongkong, 20th November, 1901.

THE CONNAUGHT HOUSE, QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

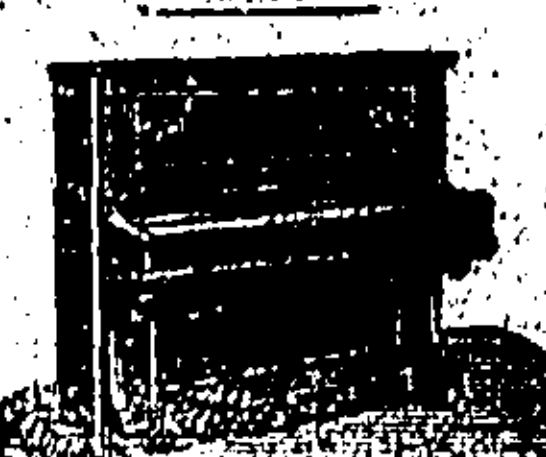
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Hongkong, 7th December, 1901.

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BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901.

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ROTISSERIE.

Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Dinner at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, 2nd September, 1901.

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REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rates.

No. 14, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1900.

C. E. WARREN, BUILDING CONTRACTOR, WYNDHAM STREET (Opposite to the CLUB GERMANIA).

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T. M. STEVENS & CO., CARRY IN STOCK A FULL LINE OF "GERMANY" MANILA CIGARS.

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Hongkong, 2nd September, 1901.

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(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU.....	MOJII, KOBE and YOKOHAMA.....	MONDAY, 9th Dec., at Noon.
K. Kori.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 13th Dec., at Daylight.
HITACHI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJII, KOBE and YOKOHAMA.....	MONDAY, 16th Dec., at 4 P.M.
RIOJUN MARU*.....	KOBE and YOKOHAMA.....	FRIDAY, 20th Dec., at Daylight.
N. Ohno.....	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 20th Dec., at Noon.
KAWACHI MARU.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 27th Dec., at Daylight.
YAWATA MARU.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 27th Dec., at 4 P.M.
W. KASA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJII, KOBE and YOKOHAMA.....	MONDAY, 30th Dec., at 4 P.M.
S. J. G. Parsons.....	U.S.A., VIA SHANGHAI, MOJII, KOBE and YOKOHAMA.....	MONDAY, 30th Dec., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

L. S. MIHARA, Manager.

Hongkong, 5th December, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

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NOTICE.

STEAM FOR: SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONCHICHERY, MADRAS, CALCUTTA, DIUBOUTI, EGYPT, MARSEILLE, MEDITERRANEAN, AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 16th December, 1901, at 1 P.M., the Company's Steamship "VILLE DE LA CLOTAT," Captain Fiaschi, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 15th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

P. DE CHAMPNORIN, Acting Agent.

Hongkong, 4th December, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma.....	2,811	A. Dixon.....	Dec. 21
Victoria.....	3,502	J. Pantan.....	Dec. 27
Olympia.....	2,837	J. Truebridge.....	Jan. 11
Glenogle.....	3,750	W. Frakes.....	Feb. 7

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS, THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYRA and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Service.

For further Information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 6th December, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LENNOX".....about 21st Dec.

"ORONSAY"....." 31st Dec.

"AFRIDI".....about 10th Jan.

"HILGLEN"....." 20th Jan.

"LUTHER CASTLE"....." 31st Jan.

For Freight and further Information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 6th December, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON TUPERA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Thyra.....about Dec. 15

THE Steamship:

"THYRA," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJII, KOBE, YOKOHAMA and HONOLULU, on or about the 15th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 3 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 29th November, 1901.

To be Let.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901.

TO LET.

NO. 2, ORMSBY TERRACE, from 1st February, 1902. No. 5, ORMSBY TERRACE, from 1st January, 1902. Apply to PUN HUNG, 85, Queen's Road Central.

TO LET.

GODOWN.—No. 5A, DUNDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901.

TO LET.

FIVE ROOMED BUNGALOW, "REEDA," BONHAM ROAD. Beginning from 1st January, 1902. Apply to LIAO TZE SAN, CHINA MERCHANTS STEAM NAVIGATION CO., 58, Des Voeux Road.

TO LET.

HOUSES in CLIFTON GARDENS, COMDUIT ROAD. GODOWNS at BLUE BUILDINGS. HOUSES at CAUSEWAY BAY, facing the Polo Ground. A HOUSE in RIPLEY TERRACE. "THE RETREAT" MOUNT KELLEY. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 28th November 1901.

TO LET.

EUROPEAN HOUSES, Nos. 4, 5, 6, 7, 8, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 208, Des Voeux Road Central.

TO LET.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS. Apply to G. GIRAULT, Hongkong, 20th August, 1901.

TO LET.

NOTANDA

CALENDAR.

DECEMBER.
Meteorological means based on fifteen years' observations to 1898.

Barometer.....30.181
Thermometer.....62.4
Humidity.....64
Rainfall.....0.985

TO-DAY.

WEATHER REPORT.
On date at 4 p.m. On date at 10 a.m.
Barometer.....30.25
Temperature.....64
Humidity.....27
Rainfall.....42

TO-DAY.

Saturday, 7th December, 1901.
Chinese—27th of 10th moon of 27th year of Kwang-si.
Sun—Rises.....6hr. 25min.
Sets.....5hr. 40min.
Moon—In Apogee.....10hr. 30min.
High water—Morning.....3hr. 3min.
Afternoon.....7hr. 13min.
Low water—Morning.....1hr. 39min.
Afternoon.....4hr. 53min.

ANNIVERSARIES.

1815—Marshall Ney shot.
1842—European factories at Canton destroyed by a mob.
1899—Death of Sir Charles Mitchell, Governor of Singapore.

TO-MORROW.

Sunday, 8th December, 1901.
Chinese—28th of 10th moon of 27th year of Kwang-si.
Sun—Rises.....6hr. 25min.
Sets.....5hr. 40min.
Moon—In Apogee.....10hr. 30min.
High water—Morning.....3hr. 3min.
Afternoon.....7hr. 13min.
Low water—Morning.....1hr. 39min.
Afternoon.....4hr. 53min.

ANNIVERSARIES.

1841—Hongkong first saluted, by the French Frigate *Erigone*.
1861—Eruption of Vesuvius; Torre del Greco with 20,000 inhabitants destroyed.
1892—Steamer *Zaphet* and *Hokusan Maru* collided near Yokohama; one life lost.
1893—Terrible fire at Chinese site at Ningpo, over 200 lives lost.
1898—Suicide of Capt. Waddilove at Yokohama.
1898—S.S. *Abana* wrecked near Labuan.
1899—The Survivors of the s.s. *Hupch* arrive in Hongkong by s.s. *Yunggang*.

AGENDA.

TO-MORROW.

CHURCH SERVICES.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.
St. Peter's Church, West Point:—11 a.m. and 6.30 p.m.
St. John's Cathedral:—Communion, 7 a.m., 11 a.m., 5 p.m., 7.30 a.m., 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass (Chin.), 6 a.m., (Port), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.

Gospel Hall.

6 Arsenal Street, Top Floor, Off Queen's Road, East.
Meetings are held as follows:—
SUNDAY.
Acts 2.42.....11 a.m.
Gospel Address.....6 p.m.
TUESDAY.
Soldiers & Sailors Bible Class, 6 p.m.
THURSDAY.
General Bible Class.....6 p.m.
SATURDAY.
Prayer Meeting.....6 p.m.
A hearty Welcome given to all.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—
November 1st.
Mr. Johnson has taken the place of Mr. Whittin, 2nd engineer, of the s.s. *Loonyang*, who is now on sick leave.
November 27th.
The officers of the P. & O. s.s. *Tientsin* are:—Capt. W. W. Cooke, chief officer P. S. Ray, and officer F. Hallam, 3rd officer F. H. Ayres, 4th officer A. C. Landale.
December 3rd.
The officers of the German s.s. *Phra C. C. Kiao* are:—Capt. T. A. Morris, chief officer T. V. Brisku, 2nd officer H. Oldsen, chief engineer G. Kistel, 2nd engineer P. Konowski, 3rd engineer J. Beyer.

PASSED THE CANAL.

Outward—12th Nov.—*Rajah of Sarawak*, *Heim*, *Sambra*, *Frigga*. 22nd Nov.—*Ambria*, *Indus*, *Silesta*, *Hansang*, *Pak Ling*, *Berwyllich*. 26th Nov.—*Kawachi Maru*, *Stenor*. 29th Nov.—*Yochow*. 3rd Dec.—*Caledonia*, *Prinz Heinrich*, *Shanghai*.
Homeward—22nd Nov.—*Patroclus*, *Canton*. 26th Nov.—*Kentigberg*, *Sachsen*. 29th Nov.—*Ulysses*. 3rd Dec.—*Awa Maru*, *Calchas*, *Ceylon*, *Salatie*.
Arrivals at Home—22nd Nov.—*Katsumi*. 26th Nov.—*Habata Maru*, *Hamburg*, *Arabia*. 29th Nov.—*Glengyle*, *Mogul*. 3rd Dec.—*Pyrhus*.

SHIPPING AND MAIL NEWS.

MAILS DUE.
German (*Stuttgart*) 10th instant.
German (*Prinzess Irene*) 10th instant.
American (*Hongkong Maru*) 14th instant.
American (*Peru*) 17th instant.
Canadian (*Empress of China*) 23rd instant.

The O. S. S. Co's steamer *Peleus* left Singapore this morning and is due in Hongkong on 13th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Canton River.....at Kowloon Dock.
Illis....."....."
Kwan Liu....."....."
Tacoma....."....."
H.M.S. *Fort*....."....."
U. S. S. *Princeton*....."....."
Dr. Haus Jurg kiser....."....."
Deucalion....."....."
Empress of Japan....."....."
Saturn....."....."
Mongkut....."....."
Loh-hoo....."....."
Justin....."....."
Elcano....."....."
H. J. Abrecha....."....."
Taichong.....Cosmopolitan
Amigo....."....."
Tsingtau.....Aberdeen
Brand....."....."

VISITORS AT THE HONGKONG HOTEL.

Adelaide, Miss F. Ladd, Mr. F.
Andrew, Mr. D. A. Ladd, Mr. and Mrs. F.
Angus, Mrs. Little, R.E., Major
Arnold, Mr. H. R. P.
Bailey, Mr. W. S. Lunt, Capt. W. H.
Barlow, Mr. H. J. Mackie, Mr. Gordon
Barlow, Mr. F. C. Marlow, Mr.
Bell, Mr. J. T. McHenry, Mr. J. H.
Berger, Dr. McLaughlin, Mr. A.
Black, Mr. A. McLellan, Mrs. E. E.
Bonnet, Mr. J. Mertens, Mr. C.
Brown, Mr. and Mrs. Michael, Mr. S. J.
D. E. Brown, Mr. J. W. Milton, Mr. and Mrs.
Brown, Miss K. Minotti, Mr. M.
Busch, Mr. P. O. Moxon, Mr. W.
Buttsworth, Major. Nazer, Miss
Cameron, Mr. D. H. Nickalls, Miss
Cameron, Mrs. Northern, Mr. F.
Cameron, Misses (2) Parfitt, Mr. W.
Clark, Dr. F. Pearce, Dr. W. W.
Cole, Mr. G. E. Phillips, Mr. R. C.
Colson, Mr. J. S. Pitcher, Mr. A. J.
Davis, Mrs. and child. Plessmann, Mr. E.
Deenoch, Mr. H. W. Radcliffe, R.E., Capt.
Denroche, Mr. P. C. R. R.
Discombe, Mr. G. M. Ridler, Mr. L. G.
Dorell, R. A. Major. Robertson, Mr. W. R.
Draper, Mr. W. F. Sampson, Mr. H.
Dunsford, Capt. & Mrs. Sandi, Mrs. R. C.
and child. Schouw, Mr. C.
Dwyer, Mr. G. Sergeant, Mr. P. W.
Edwards, Mr. F. W. Sexton, Miss
Einstman, Mr. W. Sexton, Miss
Ellan, Mr. and Mrs. Shattuck, Mr.
Spencer
Fernald, Mr. and Mrs. Sinclair, Mr. W. H. M.
Fort, Mr. Y. Skinner, Mr. J.
Frank, Mr. F. W. Smith, Mr. T. J.
Gibson, Mr. and Mrs. Smithers, Mr. R. G.
Kennedy and child. Snwin, Mr. E. A.
Glover, Mr. C. Southern, Miss
Grant, Mr. John. Stevenson, Mr. & Mrs.
Greene, Mr. W. W. Stoecker, Mr. A. T.
Hanson, Mr. B. E. Taylor, Mr. D. G.
Heaps, Mr. E. O. Terrell, Mr. H. D.
Heckford, Mr. R. G. Thistlewaite, Mr. A. E.
Houseman, Mr. E. Thompson, Mr. J. R.
Howkins, Mr. and Mrs. Trench, Mr. S. C.
H. L. Upton, Mr. F.
Howard, Mr. Thos. Valentine, Mr. A.
Hughes, Mr. W. K. Wakeman, Mr. G. H.
Huke, Mr. A. N. Watts, Mr. and Mrs.
Johansen, Mr. and Mrs. Frank W.
Joseph, Mr. and Mrs. Wheatley, Mr. W.
E. S. Whitley, Mr. W. J. G.
Johnson, Mr. W. W. Whitton, Mrs.
Karnes, Mr. Wolf, Mr. W.
Katsch, Mr. E. A. Woolley, Mr. J. J.
King, Major H. S. Wright, Mr. and Mrs.
King, Mr. H. S. H. Taylor
King, Mr. W. B. Xavier, Mr. and Mrs.
Kirkwood, Mr. J. Zumbroich, Mr.
Kochler, Mr. H. A. Zuckschwerdt, Mr.
Labeye, Mr. F.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. & Mrs. Hughes, R.A.M.C., Lt. and child.
Beattie, Mr. James. Jeffries, Mr. H. N.
Benson, Capt. and Mrs. Libeaud, Mrs.
Blond, Mr. G. Libeaud, Mr. E. V.
Bonnar, Mr. J. W. C. Lyne, R.N., Lt.-Comdr.
Brown, R.E., Col. L. F. Lyne, Mrs.
Brayne, Mr. H. F. R. Marchedelli, Mrs. & Miss.
Brusse, Mr. G. Nis.
Cameron, Mr. and Mrs. Martin, Mr. R.
Allen. May, Mr. A. J.
Carr, Miss. McDermott, Mr. A. P.
Cartwright, Miss. Miller, Mr. and Mrs.
Chapman, Mr. and Mrs. Mitchell, Mr. Robert
Mrs. A. Osborne, R.A., Major
Connell, Mr. and Mrs. Pitt, Mr. John, R.N.
J. L. O. Pollock, Hon. H. N.
Coppin, Mr. A. G. Rumsey, R.N., Hon.
Crookenden, Col. R. Murray
Dann, Mr. and Mrs. G. H. Sawyer, Mr.
H. Sinclair, Mr. A. G.
Davies, Mr. W. Stokes, Mr. A. G.
Dixon, Mr. W. B. Thomson, Mr. J. S.
Dixon, Mr. F. H. Wheeler, Mr. W. H.
Ezekiel, Mr. J. S. Wheeler, Colonel
Fitch, Mrs. W. Grant. Wilson, Mrs. W. and
Forbes, Mr. Andrew. Wright, Dr. and Mrs.
Gaffney, Mr. Andrew. Bateson
Hamilton, Major. Wood, Miss
Houston, Mr. J. von

ORAGIEBURN.

Brown, Mr. and Mrs. Ough, Mr. and Mrs. A.
H. Matheson
Edwards, Mr. G. H. P. M. E. Burns
Georg, Mr. and Mrs. C. Simpson, Capt. & Mrs.
Griffin, Mr. G. Surplice, Mr. and Mrs.
Helms, Mr. W. F. R. C.
Henderson, R.N., Capt. Taylor, Mr. Basil
and Mrs. F. H. Tyrwhitt, Mr. T.
Prynne, Capt. and Mrs.

QUEEN'S HOTEL.

Gromin, Mr. J. Mesties, Mr. B.
Daniels, Mr. W. P. Musing, Capt. A.
Dixon, Capt. A. Roberts, Mr. A. G.
Gehle, Mr. A. Shepherd, Mr. E. B.
Golez, Mr. A. Stansbury, R.N., Lieut.
Gwynne, Mr. and Mrs. and Mrs. and child
Redie and children
Halliday, Mr. Spedding, Mr.
Johnstone, Mr. R. F. Sherwood, Mr. & Mrs.
Kay, Mr. Swarty, Mr. S.
Lewin, Lieut. Col. and Wallace, Mr. George
Mrs. J. H. C. Winn, Mrs. A.
McDermott, Mr. and Wisheal, Mr. and Mrs.
Mrs. H. V.
Marteny, Mr.

KOWLOON HOTEL.

Burdette, Mr. George Groves, Capt. and Mrs.
Crockett, Mrs. and family
Crockett, Miss. Monrow, Miss
Land, Miss E. C. Rlegen, Mr. V.

THE SHARE MARKET.

LATEST QUOTATIONS.

(DECEMBER 7th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$62 1/2 sales
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15 1/2
The Bank of China and Japan, Limited—(Deferred)	£ 1	nominal
National Bank of China, Limited	£ 2	\$27 sellers
Do. Founders	£ 1	\$15 sellers

Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$32 1/2 sellers
China Traders' Insurance Company, Limited	\$ 25	\$53 sellers
North China Insurance Company, Limited	£ 25	Tails 180 buyers
Yangtze Insurance Association, Limited	\$ 60	\$130 sellers
Canton Insurance Office, Limited	\$ 50	\$155 sales
Straits Insurance Company, Limited	\$ 20	nominal

Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$365 sellers
China Fire Insurance Company, Limited	\$ 20	\$86 1/2 buyers

Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$35 1/2
Indo-China Steam Navigation Company, Limited	£ 10	\$146 sellers
China and Manila Steamship Company, Limited	\$ 50	\$62 1/2 sales
Douglas Steamship Company, Limited	\$ 50	\$47 buyers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	£7.10
"Star" Ferry Company, Limited	£ 2 1/2	\$92 sellers
"Shell" Transport and Trading Company, Limited	£ 1	£2 1/2 buyers
Shanghai Tug Boat Company, Limited	Tails 100	Tails 175
Taku Tug and Lighter Company, Limited	Tails 50	Tails 155
Shanghai Cargo Boat Company, Limited	Tails 100	Tails 140
Co-operative Cargo Boat Company, Limited	Tails 100	Tails 140

Refineries.

China Sugar Refining Company, Limited	\$ 100	\$151
Luzon Sugar Refining Company, Limited	\$ 100	\$121 buyers
Perak Sugar Cultivation Company, Limited	Tails 50	Tails 7 1/2

Mining.

Punjom Mining Company, Limited	\$ 10	\$53 sellers
Punjom Mining Preference Shares	\$ 1	\$1 1/2
Société Française des Charbonnages du Tonkin	Francs 250	\$325 sellers
Queen Mines, Limited	Cents 25	4 cents
Jebeu Mining and Trading Company, Limited	£ 5	\$42 sellers
Raub Aljan Gold Mining Company, Limited	£0 18s. 10d.	\$12 sellers
Olivers Freehold Mines, Limited A	\$ 5	nominal
Olivers Freehold Mines, Limited B	\$ 1	nominal
Chinese Engineering & Mining Company, Ltd.	£ 1	Tails 8.70

Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited	\$ 50	\$292 1/2 sellers
S. C. Farnham, Boyd & Co., Ltd.	Tails 100	Tails 250
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$6
New Amoy Dock Company, Limited	\$ 6 1/2	\$25 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Tails 100	Tails 300

Lands, Hotels and Building.

China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.85 sellers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$195 sellers
Kowloon Land and Building Company, Limited	\$ 30	\$34 sellers
West Point Building Company, Limited	\$ 30	\$65
Hongkong Hotel Company, Limited	\$ 50	\$140 sellers
Oriente Hotel Company, Limited (Manila)	\$ 50	\$260
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$285
Humphrey's Estate and Finance Company, Limited	\$ 10	\$14 sellers

Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$15 sellers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 42 sales
International Cotton Manufacturing Company, Limited	Tails 100	Tails 20 sellers
Laon-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 50 sales
Soy Chee Cotton Spinning Company, Limited	Tails 500	Tails 260
Yahloong Cotton Spinning Company, Limited	Tails 100	Tails 1 sellers

Tobacco, Cigar and Cigarette Companies.

Alhambra, Limited	\$ 500	\$500 nominal
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 nominal
Shanghai-Sumatra Tobacco Company	Tails 20	Tails 40
American Cigarette Company, Limited	Tails 50	Tails 50

Miscellaneous.

Green Island Cement Company, Limited	\$ 10	\$22 sellers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 1/2 buyers ex div.
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Company, Limited	\$ 10	\$13 buyers
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$175 sales
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$195 sales
Hongkong High-Level Tramways Company, Limited	\$ 100	\$280 buyers
Dairy Farm Company, Limited	\$ 6	\$11 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$21 buyers
Bell's Asbestos Eastern Agency, Limited	£ 1	\$1.10 buyers
United Asbestos Oriental Agency, Limited	£ 4	\$94 buyers
Tebrau Planting Company, Limited	\$ 20	\$204 buyers
Universal Trading Co., Limited	\$ 5	\$8 buyers
Hongkong Steam Water-boat Co., Limited	\$ 20	\$20 sellers
China Light and Power Co., Limited	\$ 20	\$50
Robinson Piano Co., Limited	\$ 50	\$50 nominal
Manila Investment Co., Limited	\$ 10	\$10 sellers
William Powell, Limited	Tails 100	Tails 320
Shanghai-Langkai Tobacco Company, Limited	Tails 100	Tails 320

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraphic Address—"Rialto."
Telephone No. 148.
P. O. Box No. 17.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS	DUE
Prinzess Irene	Singapore	Melchers & Co.	December 10th
Stuttgart	Japan	Melchers & Co.	December 10th
Hongkong Maru	Japan	Pacific Mail S. S. Co.	December 14th
Peru	San Francisco	Pacific Mail S. S. Co.	December 17th
Empress of China	Vancouver	C. P. R. Co.	December 23rd

"We would direct the attention of shipping firms to the style in which 'Steamers Expected' and 'Projected Sailings' are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day."

CHINA COAST METEOROLOGICAL REGISTER.

6TH DECEMBER, 1901, P.M.

STATION.	HOOR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	WHA-THINK.
					DIREC-TION.	FORCE.
Wladivostok	2 p.m.	—	—	—	—	—
Tokio	"	—	—	—	—	—
Kochi	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Taihou	1 p.m.	30.17	—	—	NE	8
Taihou	"	30.09	—	—	N	2
Tainan	"	30.09	—	—	NE	2
Koshun	"	30.07	—	—	NE	8
Pescadores	"	30.11	—	—	N	3
Gutlaff	3 p.m.	30.22	52	53	E	3
Sharp Peak	"	30.16	63	47	SE	3
Amoy	"	30.16	62	—	E	3
Swatow	"	30.15	70	28	NE	1
Canton	4 p.m.	30.12	64	35	E	1
Hongkong	"	30.13	—	—	E	2
Victoria Peak	"	30.14	68	—	N	1
Gap Rock	"	—	—	—	—	—
Macao	1 p.m.	—	—	—	—	—
Haiphong	4 p.m.	29.80	72	91	NNW	2
Manila	3 p.m.	—	—	—	NW	2
Bacolod	"	—	—	—	—	—
Iloilo	"	—	—	—	—	—
Cebu	"	—	—	—	NE	1
Cape S. James	"	—	—	—	—	—

7TH DECEMBER, 1901, A.M.

Wladivostok	7 a.m.	—	—	—	—	—
Tokio	10 a.m.	—	—	—	—	—
Kochi	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Taihoku	5 a.m.	—	—	—	—	—
Taichu	"	—	—	—	—	—
Tainan	"	—	—	—	—	—
Koshun	"	—	—	—	—	—
Pescadores	"	—	—	—	—	—
Gutlaff	9 a.m.	—	—	—	—	—
Sharp Peak	"	30.36	59	59	NW	2
Amoy	"	30.24	58	58	NNE	5
Swatow	"	30.27	58	—	W	1
Canton	"	—	—	—	—	—
Hongkong	10 a.m.	30.25	64	27	SE	1
Victoria Peak	"	—	—	—	E	1
Gnp Rock	"	30.24	—	—	E	3
Macao	"	30.25	66	—	NNW	1
Haiphong	7 a.m.	—	—	—	—	—
Manila	10 a.m.	30.8	71	72	NNW	1
Majate	9 a.m.	—	—	—	NNW	1
Bacolod	"	—	—	—	—	—
Iloilo	"	—	—	—	—	—
Cebu	"	—	—	—	NE	1
Cape S. James	7 a.m.	—	—	—	—	—

Post Office.

A Mail will close:-
 For Canton—Per *Falanga*, on Monday, the 8th instant, at 9 A.M.
 For Manila—Per *Longsang*, on Monday, the 9th instant, at 2 P.M.
 For Shanghai—Per *Woorung*, on Monday, the 9th instant, at 4 P.M.
 For Singapore, Samarang and Sourabaya—Per *Skerryers*, on Monday, the 9th instant, at 4 P.M.
 For Moji—Per *Olimpo*, on Monday, the 9th instant, at 5 P.M.
 For Hongkong—Per *Onsang*, on Monday, the 9th instant, at 5 P.M.
 For Foochow and Shanghai—Per *Tingyang*, on Tuesday, the 10th instant, at 3 P.M.
 For Shanghai, Wei-hai-wei, Chefoo and Port Arthur—Per *Singan*, on Tuesday, the 10th instant, at 4 P.M.
 For Europe, &c., India, via Tuticorin—Per *Stutgart*, on Wednesday, the 11th instant, at 11 A.M.
 For Manila—Per *Sunghang*, on Thursday, the 12th instant, at 4 P.M.
 For Singapore, Penang and Bombay—Per *Barmida*, on Friday, the 13th instant, at 11 A.M.
 For Singapore—Per *Dormea*, on Saturday, the 14th instant, at 11 A.M.
 For Manila—Per *Zaffro*, on Saturday, the 14th instant, at 11 A.M.
 For Europe, &c., India, via Tuticorin—Per *Ville de la Ciotat*, on Monday, the 16th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 18th instant, at 11 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Wednesday, the 18th instant, at 4 P.M.
 For Europe, &c., India, via Tuticorin—Per *Chusan*, on Saturday, the 21st instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Tuesday, the 25th Jan., at 11 A.M.

EXCHANGE.

Hongkong, 7th December.
 ON LONDON, Telegraphic Transfer.....1/10
 Bank Bills, on demand.....1/10 1/16
 Credits, 4 months' sight.....1/10 1/16
 D'ments, 4 months' sight.....1/10 9/16
 ON BERLIN, (demand).....1/10 1/16
 ON PARIS, Bank Bills, on demand.....2/31
 Credits, 4 months' sight.....2/35
 ON NEW YORK, Bank Bills, on demand.....4/44
 Credits, 30 days' sight.....4/44
 ON BOMBAY, Telegraphic Transfer.....1/17 1/2
 On demand.....1/17 1/2
 ON SHANGHAI, Telegraphic Transfer.....7/3
 Private 30 days' sight.....nom.
 ON YOKOHAMA, T.T.104 1/2 prem.
 Sovereigns, Bank's Buying Rate.....\$10.80
 Gold Leaf too touch, per tael.....\$5.65
 Bar Silver.....25 7/16
 Dollars.....nom.

OPIUM QUOTATIONS.

Hongkong, 7th December.
 To-day's quotations are as follows:-
 BENGAL—New Patna.....@ 920/25
 New Benares.....@ 907 1/2
 Old Patna.....@ 950
 Old Benares.....@ 920/00
 Per picul.
 MALWA—New.....@ 990/10
 Last year's.....@ 910/20
 2 1/2 years' old.....@ 920/30
 3 1/4 years' old.....@ 930/40
 Putterfore.....@ 950
 PERSIAN—Superior drug was sold.....@ 670

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
He-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hok-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lungshan, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Sainam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
AMIGO, German steamer, 827, J. Hansen, 30th Nov.—Canton 30th Nov., General.—Jebson & Co.
BRAND, Norwegian steamer, 1,520, John Thronsen, 30th Nov.—Moji 23rd Nov., Coal and Cokes.—Doddwell & Co., Ltd.
DAIJIN MARU, Japanese steamer, 850, T. Ogata, 5th Dec.—Tamsui 2nd Dec., Amoy 3rd, and Swatow 4th, General.—Mitsui Bussan Kaisha.
DEUCALION, British steamer, 4,476, G. Keay, 28th Nov.—Singapore 22nd Nov., General.—Butterfield & Swire.
DEUTEROS, German steamer, 1,001, F. Frahm, 29th Nov.—Chefoo 24th Nov., Beas and General.—Siemssen & Co.
DR. HANS JERG KLAER, Norwegian steamer, 691, Larsen, 18th Nov.—Haiphong 16th Nov., Rice.—A. R. Marty.
ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.—Manila 31st August, Dallast.—Byndao & Co.

EXPRESS OF JAPAN, British steamer, 5,004, H. Fybus, R.N.R., 27th Nov.—Vancouver B.C. 5th Nov., and Shanghai 24th, Mails and General.—C. P. R. Co.
ESMERALDA, British steamer, 664, J. McGinty, 27th Nov.—Cebu, E.I. Nov., Hempshaw, James & Co.
GABRIO, British steamer, 2,691, A. E. S. Hamilton, R.N.R., 6th Dec.—San Francisco 7th Nov., Honolulu 15th, Yokohama 28th, Kobe 29th, Nagasaki 1st Dec., and Shanghai 4th, Mails and General.—O. & S. S. Co.
HOP SANG, British steamer, 1,359, H. Roope, 26th Nov.—Moji 21st November, Coal.—Jardine, Matheson & Co.
KURDISTAN, British steamer, 1,929, E. H. Todd, 5th Dec.—Foonchow 3rd Dec, General.—Doddwell & Co., Ltd.
KVARVEN, Norwegian steamer, 1,574, J. Kanity, 25th Nov.—San Francisco 12th, Moji 18th Oct., Foonchow 18th, and Swatow 18th.
KWONG SANG, British steamer, 89, T. Arthur, 6th Dec.—Chefoo 1st Dec., Ground-nuts.—Jardine, Matheson & Co.
LAL TOC, Spanish steamer, 185, Fabbagust, 17th Nov.—Manila 13th Nov., Ballast.—A. R. Marty.
LOONGMOON, German steamer, 1,245, R. Schuldt, 6th Dec.—Canton 5th Dec, General.—Siemssen & Co.
LOONGSANG, British steamer, 1,092, G. S. Weigall, 6th Dec.—Manila 2nd Dec, Ballast.—Jardine, Matheson & Co.
LOOSOK, German steamer, 1,020, T. Fuchs, 6th Dec.—Bangkok 27th Nov., and Swatow 5th Dec, Rice and Wood.—Butterfield & Swire.
MONCOURT, German steamer, 857, Göttsche, 15th Nov.—Bangkok 7th Nov., Rice.—Butterfield & Swire.
NEPTUNE, British steamer, 2,178, James Walters, 26th Nov.—New York 27th Sept., Case Oil.—Standard Oil Co.
OLIMPO, Austrian steamer, 2,242, A. G. Goanich, 2nd Dec.—Moji 26th Nov., Coal.—Bradley & Co.
ON SANG, British steamer, 1,350, Davis, 3rd Dec.—Java 22nd Nov., Sugar.—Jardine, Matheson & Co.
PHRA CHOM KLAO, German steamer, 1,012, T. A. Morris, 3rd Dec.—Bangkok 23rd Nov., and Hanoi 2nd Dec, General.—Butterfield & Swire.
RIOJUN MARU, Japanese steamer, 2,979, N. Ohno, 6th Dec.—Shanghai 3rd Dec, General.—Nippon Yusen Kaisha.
SATURN, American transport, 1,617, Frank E. Fosco, 14th Nov.—Shanghai 17th Nov.
SENECA, British steamer, 3,137, R. Cormack, 27th Nov.—New York 26th Sept., Petroleum.—Standard Oil Co.
SULLBERG, German steamer, 782, J. Jensen, 1st Dec.—Haiphong 28th Nov., Rice.—A. R. Marty.
TACOMA, American steamer, 1,689, A. Dixon, 21st Oct.—Tacoma via Port 14th Aug, General.—Doddwell & Co., Ltd.
TING SANG, British steamer, 1,045, W. E. Sawyer, 6th Dec.—Hongkong 3rd Dec, Coal.—Jardine, Matheson & Co.
TSURUGISAN MARU, Japanese steamer, 2,560, J. Narasaki, 6th Dec.—Moji 30th Nov., Coal.—Mitsui Bussan Kaisha.
YIK SANG, British steamer, 887, W. McClure, 6th Dec.—Shanghai 1st Dec, and Swatow 5th, General.—Jardine, Matheson & Co.
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 6th Dec.—Manila 30th Nov., and Amoy 5th Dec, General.—Jardine, Matheson & Co.

Sailing Vessels.
DUDHOPE, British ship, 1,986, A. Low, 3rd Nov.—Barry Dock Wales 23rd June, Coal.—Order.
GEORGE T. HAY, British ship, 1,847, E. Spice, 26th Oct.—Cebu 8th Oct., Ballast.—Arnold, Karberg & Co.
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General.—Master.
LUCIA, British ship, 640, Andersen, 2nd Oct.—Rajang 6th Sept., Timber.—Master.
OSBERGA, British bark, 960, Densmore, 4th Nov.—Manila 1st Nov., Ballast.—Order.
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast.—Master.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, December 7th, 1901.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Capt. Craddock, Hongkong.
Albion, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewett, Japan.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, Hongkong.
Argonaut, 1st-class cruiser, 11,200 tons, 16,300 h.p., 16 guns, Capt. G. H. Cherry, R.N., Japan.
Astrac, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., Hongkong.
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 1,500 h.p., Commander Sir Boucherie Wrey, Bart., Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
Cressy, 1st-class battleship, 12,000 tons, Capt. Tudor, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Hongkong.
Editha, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Tai-po.
Esk, coast defence gunboat, 353 tons, 3 guns, 220 h.p., Lieut.-Comdr. F. Blunt, China-kiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Hongkong.
Glory, 1st-class flagship, 12,500 tons, 16 guns, 13,500 h.p., Capt. A. Carter, Hongkong.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Winter, Shanghai.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 h.p., Comdr. H. J. Devlin, Hongkong.
Janur, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Renniker, Hagan, Japan.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Hongkong.
Olive, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., Lieut. and Comdr. C. P. Mansel, Taku.

Phaeta, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Shanghai.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lt. and Comdr. Oldham, Hongkong.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.
Plaver, 1st class gunboat, 435 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. Watts Jones, Hongkong.
Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris, H. Smyth, Hongkong.
Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. F. Corbett, Hongkong.
Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Wootung.
Tamar, receiving ship, 4,600 tons, Commodore Dowell, C.B., Hongkong.
Terrile, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Towed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 h.p., Lt.-Comdr. W. O. Lyne, Tai-po.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, U.S.O., Hongkong.
Wivern, coast defence gunboat, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiangnan.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandi, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.
Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 9,500 h.p., Capt. J. P. Rossignol, Swatow.
Leopard, Austrian cruiser, 1,500 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Martha Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,735 h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 1,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolsky, at Tientsin.
Alouet, Russian gunboat, 870 tons, 8 guns, 1,200 h.p., Captain Elliksky, at Nagasaki.
Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 16 guns, 3,500 h.p., Capt. Serebrennik, at Taku.
Gremolashy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Shanghai.
Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayardin, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Ovany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Shanghai.
Petropavlovsk, Russian battleship, 12,000 tons, 16 guns, 13,500 h.p., at Nagasaki.
Polstava, Russian battleship, 10,600 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojloff, at Nagasaki.
Rozhynskiy, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melensky, at Nagasaki.
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.
Sissak, Russian battleship, 10,000 tons, 13,500 h.p., 16 guns, Capt. Mollas, at Taku.
Slouch, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Suevab, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtonsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliy, Taku.
Zablaki, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuroff, at Nagasaki.

(1st and 2nd class).

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forst, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.
Jantchick, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kassika, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kil, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podorskiy, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.
Stila, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.
Sokolnik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.
Straust, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.
Sungart, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING).

Borga, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexeff.
 * Flagship of Rear-Admiral F. V. Dubossouff.
 * Flagship of Rear-Admiral Reconnoff.

THE GERMAN SQUADRON.

Bustard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.
 * *Furst Bismarck*, German flagship, 11,000 tons, 16 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Gier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
 * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wootung.
Helg, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Wootung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesdon, at Shanghai.
Illis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Hamann, at Hongkong.
Irene, German cruiser, 4,200 tons, 8 guns, 4,920 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foonchow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Amoy.
 * *Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzdorff, at Wootung.
Luft, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German cruiser, 950 tons, 10 guns, Comdr. von Mitterstall, at Hongkong.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bache, Saigon.
Bergat, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugard, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Defevre, at Shanghai.
Chasteloup Laubati, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay, at Luc, at Foonchow.
Comet, gunboat, 600 tons, Capt. Loliel, at Canton.
Dedeid, gunboat, 640 tons, Capt. Leamecy, at Pakhoi.
 * *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.
Declarat, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulne, at Wootung.
Eure, Dispatch-transport, Captain Vallée, at Saigon.
Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, at Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Molel, at Shanghai.
Sixx, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Canton.
Surpales, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Moriet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bonessaur, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foonchow.
 * Flagship of Vice-Admiral Courrejollies.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 135 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.
Celtis, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forde, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Morris, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 1,750 tons, 1,500 h.p., Capt. J. J. Meany, at Manila.
Lila de Leon, U.S. gunboat, 1,330, Comdr. J. V. B. Blecker, at Manila.
Kinkaidy, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. T. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyers, at Hongkong.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 3,244 h.p., Comdr. G. W. Piggan, at Shanghai.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
New York, U.S. cruiser, 4,031 tons, Capt. B. McCullen, at Manilla.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Wootung.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Selfridge, at Hongkong.
Scindia, U.S. cruiser, 2,200 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Whaling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.